

# **The Saga of 'Sandfly' and the Lost Tribe**

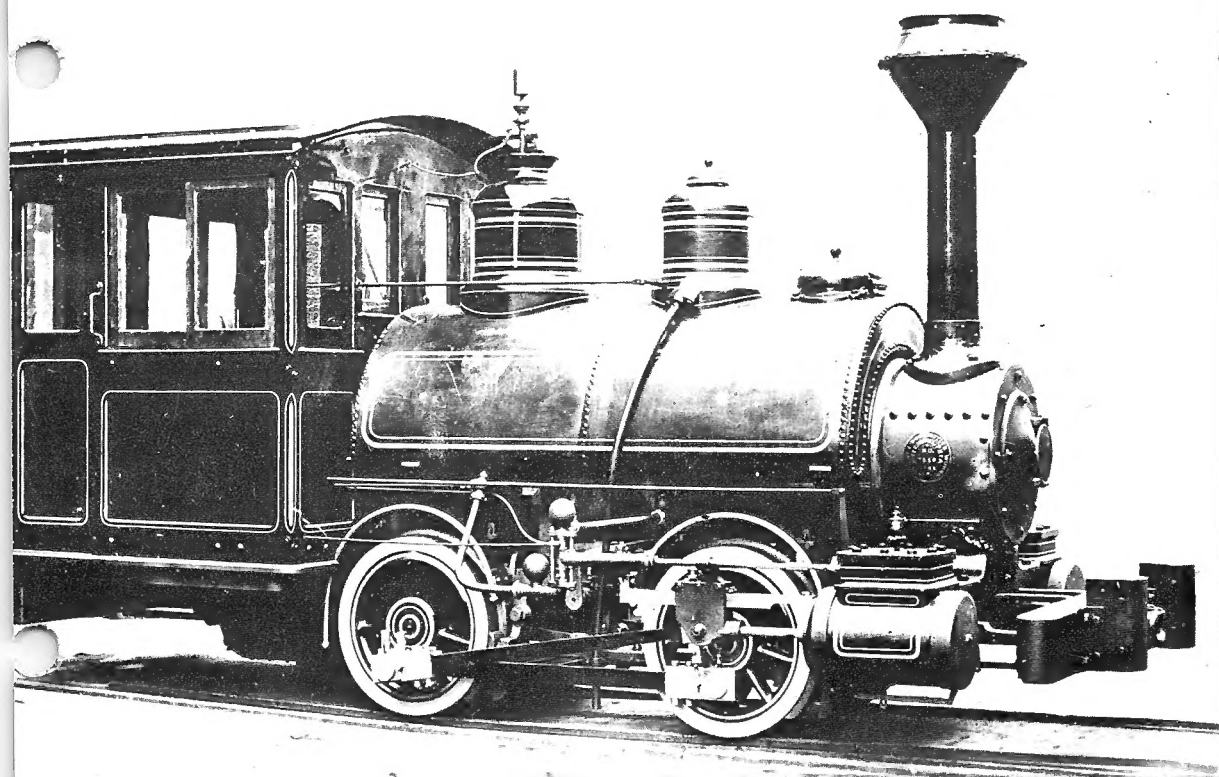
**Baldwin-built 0-4-0 Saddle Tanks on 3'6" Gauge**

**By John L. Buckland**

**Light Railways**

**Number 65**

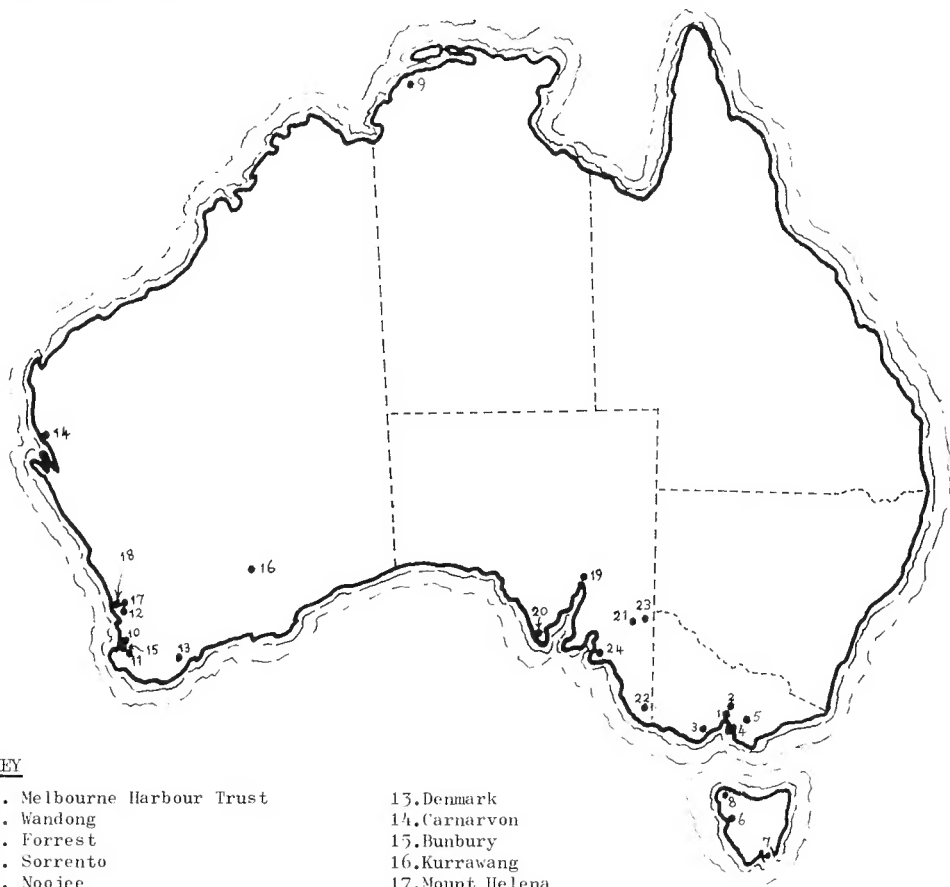
**July 1979**



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## Where they ran...



### KEY

- |                                   |                          |
|-----------------------------------|--------------------------|
| 1. Melbourne Harbour Trust        | 13. Denmark              |
| 2. Wandong                        | 14. Carnarvon            |
| 3. Forrest                        | 15. Bunbury              |
| 4. Sorrento                       | 16. Kurrawang            |
| 5. Noojee                         | 17. Mount Helena         |
| 6. Zeehan/Strahan/Queenstown      | 18. Bassendean           |
| 7. Hopetoun                       | 19. Port Augusta         |
| 8. Marrawah Tramway/Welcome Swamp | 20. Todd River Reservoir |
| 9. Darwin                         | 21. Blanchetown          |
| 10. Yarloop/Waroona               | 22. Kingston             |
| 11. Newlands/Argyle Mill          | 23. Renmark              |
| 12. Jarrahdale                    | 24. Mount Bold Reservoir |

# The Saga of 'Sandfly' and the Lost Tribe

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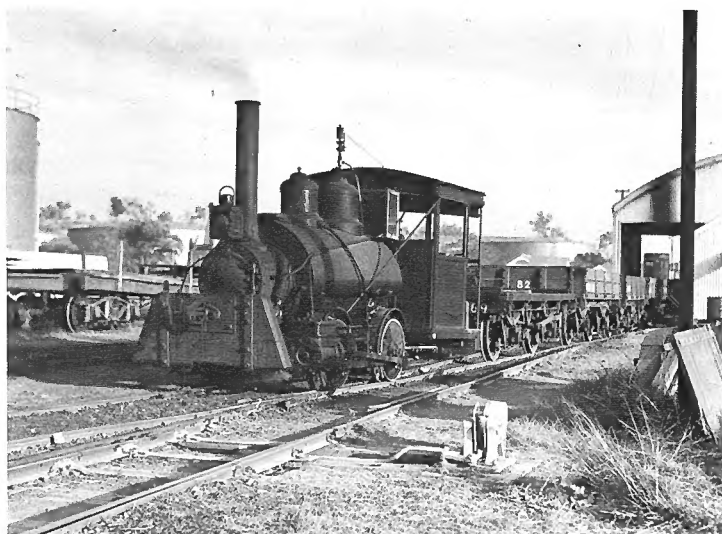
By John L. Buckland

ISBN 0 909340 09 9

**Front Cover:**

Official Baldwin builder's photograph of B/No. 7556 (Class 4-10½C28) as delivered to Newell & Co in 1885.

Photo: Courtesy G.M. Best



**Right:**

*Sandfly* in prewar days shunting the yard/wharf at Darwin, North Australia Railway.

Photo: O. Endacott

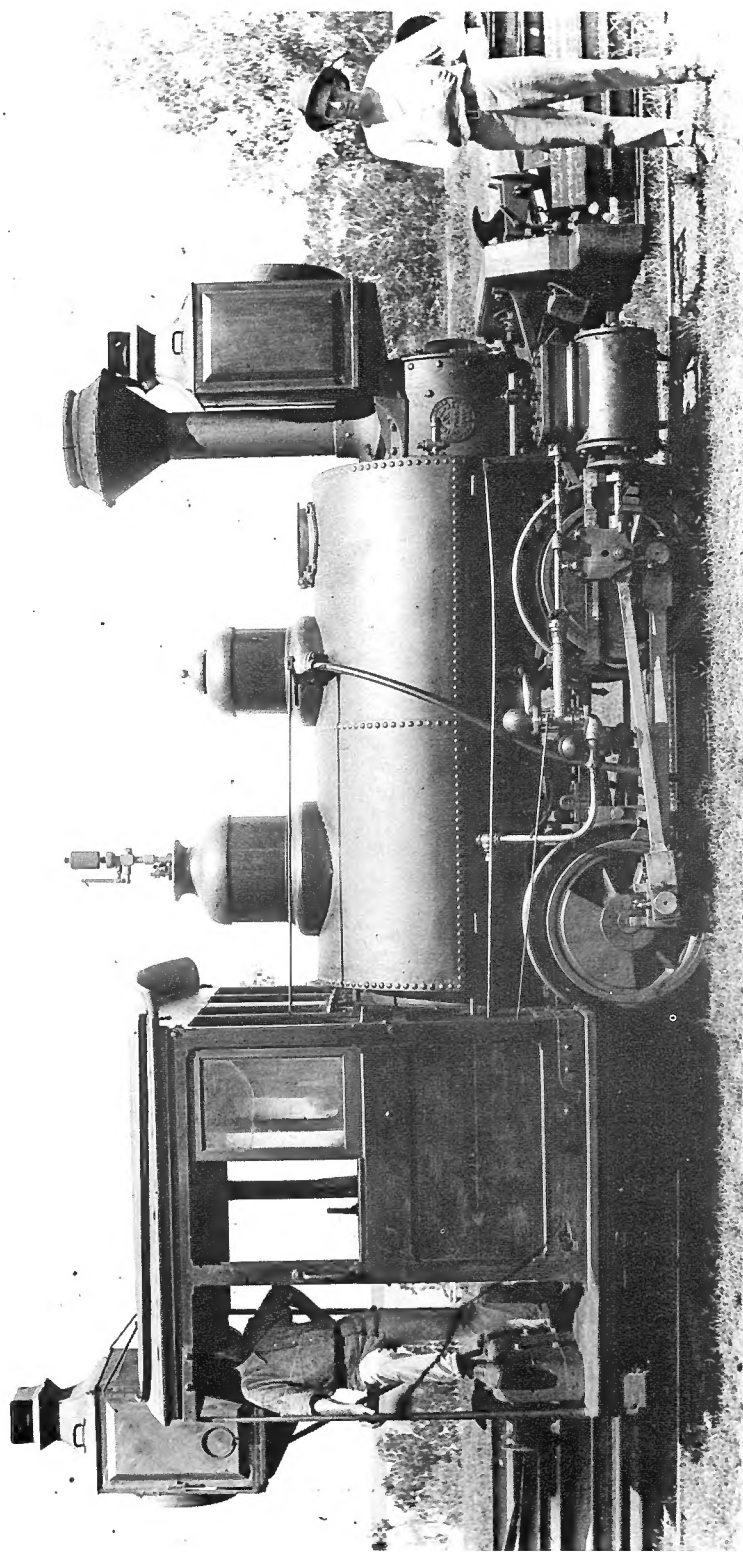
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South Australian Railways No. 107, better known as *Sandfly* on the Palmerston to Pine Creek Railway in original condition with outside headlamps back and front.

Photo: Commonwealth Railways Archives

## The Saga of Sandfly and the Lost Tribe

*The Melbourne Harbour Trust have been supplied according to contract with two new locomotives from the Baldwin Locomotive Works, Philadelphia, Pennsylvania, U.S.A. through the Melbourne agents of the firm, Newell & Co., Collins Street West. - Extract from 'The Argus' 1/7/1884.*

According to official records of the Baldwin Locomotive Works a total of eight small 0-4-0ST locomotives of standard industrial type designated that builder's class 4-10½C were delivered to Australia between 1884 and 1891, delivery in all but one case being effected to Melbourne direct and all through the agency of Newell & Co.

Details of these engines are listed in the table below.

Of typical American design of the period these locomotives featured outside horizontal cylinders with steam chests atop, having slide valves actuated from between the frames Stephenson valve gear by conventional rocker shafts and arms outside the bar frames. The 26 in diameter parallel boilers of steel construction were surmounted by a 200 gallon saddle tank through the top of which protruded the ornate steam dome carrying the two safety valves and a large brass whistle. Forward of the steam dome was mounted a 15 in diameter sandbox mechanically-operated by lever from the cab to sand midway between the coupled wheels - thus serving for operation in either direction of travel.

At the front of the tank top was an ornamental filler lid and ahead was the tall 8 in diameter sheet iron smokestack topped by a diamond shaped spark arrestor; the whole assembly standing in a cast iron base bolted to the top centre of the smokebox, the door of which was dished and secured in position by studs. At its centre was mounted the standard

Baldwin Locomotive Works circular brass number plate, but so far as can be discovered none of the series shipped to Australia carried numbers, except the first two of the series Nos. 23 and 24, which were supplied to the Melbourne Harbour Trust Commissioners and arrived with the legend M.H.T. No. 1 and M.H.T. No. 2 painted on the saddle tank sides.

The most distinctive feature of these engines was the large wooden cab, almost totally enclosed, except for a rectangular doorway centrally in the back wall, which also had two windows for visibility when running cab first. The cab had pairs of sliding glazed windows on each side, a fixed light in the top half of each cab door, three rectangular lights in the front spectacle plate and pivoted windows at each side in front, giving excellent visibility for the crew and helping ventilation. The first four engines had cabs constructed of ash timber painted and lined, while the later additions had cabs of white pine timber, similarly finished in the olive green colour which Baldwin favoured.

The two outside lagged cylinders had a diameter of 8 in and a stroke of 12 in with the piston rods keyed to the Baldwin pattern single bar cast iron slipper type crossheads, with drive to the rear pair of 28 in diameter coupled wheels. The flat slide valves operating in steam chests incorporated with the two-piece combined cylinder and half-saddle castings, had travel 2-3/5 in with steam and exhaust ports 7½ in long. The eccentric throw of the between-the-frames Stephenson valve gear was 2 in. Valve and cylinder lubrication was by a small condensing type oiler mounted vertically on each steam chest.

Perhaps significantly, the specification sheet<sup>2</sup> does not state either the boiler test or working

B/No.	Date	BLW Class	Purchaser	Disposition
7108	1-1884	4-10½C23	Newell & Co.	for Govt. of Victoria (M.H.T. No. 1)
7111	1-1884	4-10½C24	Newell & Co.	for Govt. of Victoria (M.H.T. No. 2)
7556	2-1885	4-10½C28	Newell & Co.	for Govt. of Victoria (on consignment)
7860	3-1886	4-10½C32	Newell & Co.	for Govt. of Victoria (on consignment) Sold to C. & E. Millar, Port Darwin 1887
8130	9-1886	4-10½C33	Newell & Co.	Sold to The Jarrah Wood & Saw Mills Co. Ltd. Lockeville (Wonnerup) 1887
9086	2-1888	4-10½C44	Newell & Co.	Sold to Sorrento Tramway Co. Ltd. 1889?
10770	4-1890	4-10½C54	Newell & Co.	For C. & E. Millar, Denmark Mill, via Albany, W.A. Delivered via London
12007	7-1891	4-10½C63	Newell & Co.	for Sorrento Tramway Co., Victoria

144 MEMORANDUM Spec. No. 455 No. 25 Duplicate of 4-10 1/2 C 2nd 47 1718, NAME UPRAID  
 Specification for Engines, Class 4-10 1/2 C Nos. 28, 32, 33, 44, 54  
 For Newell & Co. (Melbourne, Victoria) 1/14 1885, Drawing No. 12

Gauge of Road	3 Ft. 6 In., Play 1/8"	Three lagging run all the way back in cab by back end of boiler	Pumps, Kind	1 Brass, Position R.
Fuel	Wood or Coal		Chambers, Valves	Top Brass, Bottom Iron
Boiler Material	Steel, Thick 5/16", Bill 1003		Feed Cocks	R, Feed Pipes Copper
Diam.	26", Plan Straight	Fire Door 12"	Check	Brass, Check " Copper
Dome Dia.	16", Position, Central		Heater	None
" Casing	Iron painted, Beads None			
Jacket Iron	Wrought Bands 3/4", Style 3		Injectors	1 Universal, No. 3, Position R.
Fire Box, Length	29 1/2", Width 24 1/8", Depth 32"		Pipes, Steam	Copper, Check Copper, Feed Copper
" Material	Steel, Crown 5/16", Tube 3/8", Sides 5/16" Back 5/16"		Check	1 1/4"
Water Space, Front	25 1/2", Sides 2", Back 2"			
Crown Bars	None Placed above Crown.			
" Bolts	Radial Stays 5/8" diam			
Combustion Cham.	None Hollow Stays None		Sand Box, Diam.	15", Pipes Iron
Tubes, Material	Iron, Ends Study for Cop rings fire box ends		Body	Iron painted, Beads None
" No.	48, Dia. 1 1/2", Length 7 1/8"			
Heating Surface	Tubes, Fire Box, Total			
Safety Valves	2, 2 1/4" Lock up both with relief lev.		Cab, Material	Wh. painted
Gauge Cocks	2, 1/2" Back, Surface Valve None		Box Lamp	Without hood
Water Gauge	1 1/2" Blow off Cock Back		Pilot	None
Dry Pipe	Wh. iron, Fire Bricks None		Drawhead, (Comp. above)	16" x 1/2" cut tubing of case as tracing, read for
Cleaning Plugs,	Fire Box, Corners		Pushing Shoes	None Steps None, Bumper Plate N
"	Waist, Under front		Bumper Blocks	16" cut tubing of nagon read for 4-10 1/2 C 25
Grate	Plain bars for soft coal			
Ash Pan, Dampers	Front back, Depth, 6"		Truck	None Wheeled
			Rad. Bar	Wheel Cover
			Wheels, Dia.	Tread, Plate
			Journals,	Length
			Tires, Kind	Cent. Diam., Size, Held by
Wheel Base	Rigid 4' 8", Driving 4' 8", Total 4' 8"			
Weight (Working Order)	On Drivers Lbs. Total Lbs.			
Cylinders, Diam.	8", Stroke 12", Oilers On chest (small)		Tender	None Wheeled, Frame Drawing No.
Steam Ports, Length	7 1/4", Width 9", Bridges 7/8"		Tank On boiler	200 Gallons, Bill 526
Exhaust "	7 1/4", " 1 1/2", " 1 1/2"		Trucks	Springs
Valves, Travel	2 1/2", O.S. Lap 1/16", I.S. Lap 1/32", Lead 1/32"		Wheels, Dia.	Tread, Plate
Eccentric Throw	3", Exhaust Nozzles Single		Journals,	Length
Cyl. Casings	Iron painted, Head Covers Iron painted		Tires, Kind	Cent. Diam., Size, Held by
St. Chests	Iron painted, Beads Iron painted		Tool Boxes	Safety Chains
St. Chest Valve	4" diam 4" side rod bolts heavier than usual		Drawhead, (Comp. above)	Truck
			Brakes, on	
			Bumper Blocks	
Frame	Solid	Braces Bolted & welded		
Guides	Iron case hard.	Oil Cups 8 L.H.	Running Boards	Wood, Nosing Painted
Crossheads	Cast iron	Rod Oil Cups 8 L.H.	Lamp Shelf	None
Wrist Pins	Steel	Stub Brasses 8 L.H.	Headlight	None Reflector, to burn, Paint's
Pistons	Cast iron rings, sprung into solid head	Position Dome	Handrail	Iron Galva. placed on cab, Clock None
Throttle	Balance		Bell Stand	None Bell None
			Steam Gauge Stand	Brass Gauge Brass 6", Maker
Drivers, Diam.	26" Cent. Dia. 24"		Flag Fixtures	None
Tires, Kind	Steel, Held by Shrinkage		Finish	R 1/2" Shipment Best foreign style
" Flanged	Position All	Size 2 1/2 x 5"	Junior Laws to Painting, Style	January 8th 1885
" Plain			"	13 1/4" Engine Olive green & color
Journal, Diam.	4", Length 6", Spring Stays Wh. iron		Mark, on Tank	None
Wheel Covers	Iron pipe		Number plate a name	
Backs, Kind	Steel	Position On all wheels	Class No.	None
	Cast iron, placed hung in front of wheels		Road No.	None
Wheels, Kind	Diamond	Dia. 8"	Name	

pressures, nor does it give details of heating surfaces, but former Commonwealth Railways records for their B/No. 7860 (NA No. 1) give the latter figure as 140 p.s.i. in 1915, while later records of the Western Australian Government boiler inspector state 160 p.s.i. for an engine of the class provided with a new boiler by its owners. What is clear is that the grate area was stated to be 4.6 sq ft, which is less than the original firebox dimensions would indicate. The all-steel firebox was formed from 5/16 in plate, with 5/8 in for the tubeplate and was radially stayed to the wrapper. Assuming an average working pressure of 150 p.s.i. the starting tractive effort was approximately 3,400 lb.

Boiler feed was provided by crosshead driven pump and also a universal injector, both on the right hand (driving) side. Total wheelbase was 4ft 8in, but because of the substantial overhang at the rear, total length over headstocks was 11ft 8in (approx). The 'tail heavy' effect must have given these little engines a most peculiar gait at any speed, particularly on the indifferent tracks over which they spent most of their working lives!

In an oddly misshapen Commonwealth Railways drawing<sup>3</sup> of No. 32, dated 4 January 1915, the total roadworthy weight is given as 9.5 tons, the working pressure as 155 p.s.i. and the wheel diameter as 27 in which gives a tractive effort of 3523 lb at 80% pressure. The same drawing gives the dimensions of the saddle tank as 7 ft x 8½ in deep; the frame bars as 3 in x 1½ in and the length over bar framing (excluding timber headstocks supporting draft gear front and rear) as 11 ft 8½ in. (Later official data gives 140 p.s.i. pressure and 3380 lb. T.E.)

In the case of this engine and undoubtedly others used subsequently for coupling with railway rolling stock fitted with centre buffer-couplers of the 'chopper' type or drawhooks and side buffers, the substantial timber headstocks centred some 16 in above rail level were supplemented by timber baulks mounted on top and stayed back to the main frames. To these latter the couplings and/or buffers were attached, as can be seen in the illustration of *Sandfly* (B/No. 7860), which is now preserved on the platform at Port Augusta, S.A.

The complexity of the history and many ownerships of the other seven members of this locomotive class in Australia has resulted from much conflicting and often contradictory 'evidence', a general lack of records of any sort and little or no reliable information, so that, at best, what follows is but a recital of such known and documented information as is available, or can be conjectured as reasonable probabilities.

### Land Reclamation Works by Melbourne Harbour Trust<sup>4</sup>

As mentioned in the preamble, two locomotives (B/Nos. 7108 and 7111) were imported against an order from the Melbourne Harbour Trust Commissioners. They were designated as Nos. 1 and 2 for the Government of Victoria and according to the Baldwin specification the saddle tank sides were lettered M.H.T. No. 1 and M.H.T. No. 2, respectively. They were to be used in the reclamation works being carried out by the Harbour Trust by using dredged material from the widening and deepening of the River Yarra as filling for low lying swampland on the south side of the river in the area now known as Fishermen's Bend (Port Melbourne).

Continuing the quotation from *The Argus* of 1/7/1884:

Tomorrow they will be tested under steam by the officers of the Trust, who will leave Queen's Wharf in the *Commissioner* at 2 pm for the place where the silt is landed. The locomotives are saddle tank engines on four wheels 28 in diameter coupled, said to be the simplest pattern of locomotive for traction on short lines of railway. As the entire weight is carried on the driving wheels, it is all utilized for adhesion, and the engine can therefore pull the maximum load due to its weight, while there being only two axles connected by coupling rods, the wear and tear is reduced to a minimum. The gauge of the Harbour Trust's line is 3ft 6in, to which the engines conform. They have cylinders 8 in diameter and 12 in stroke, weigh in working order 16,000 lb (7.1 tons) and are capable of drawing on level track a load of 340 tons gross. The contract price was £886 5s each, which includes over £170 duty and wharfage paid on each to general revenue.

The annual report of the M.H.T. Commissioners for 1884<sup>5</sup> refers to the acquisition of two locomotives and 120 wagons for use on the land reclamation scheme on the Trust's land on the south side of the river from between Johnson Street and the eastern end of the 'Fishermen's Bend Cutting' (Coode Canal) constructed in anticipation of the subsequent excavation of Victoria Dock, completed in March, 1892.

The locomotives were in constant use during the following four years at least while the report for 1887 records addition of a third locomotive on hire. This is believed most likely to have been B/No. 7556, which with B/No. 7860 were apparently imported by Newell & Co. 'on consignment' in the expectation of a further order from the Government,

which in the event apparently did not eventuate.

What is clear is that none of these locomotives were used in connection with either the Coode Canal or Victoria Dock excavation contracts, both of which used railways of 5ft 3in gauge. The M.H.T. was, however, involved with the Public Works Department in the early stages of the former project from 1880 on, the P.W.D. supplying 'a locomotive and 14 wagons' of which no details are at present known, to carry the excavated material for reclaiming low lying land near Sandridge (Port Melbourne), for which in 1883 the Trust provided a steam navvy.

In 1883<sup>5</sup> under Contract 44, an order was placed on Newell & Co. for supply of two four-wheeled tank locomotives for £1900, and under Contract 65 of 1883 on P. Bevan, Melbourne to supply 120 'earth wagons' for £2340. These and the locomotives were put to work the following year hauling silt discharged ex barges near Johnson Street, South Melbourne, using two Priestman grab cranes.

The Trust's annual reports for 1885<sup>5</sup> onwards mention 'repairs to locomotive' thereafter no further mention subsequent to 1890 when detailed breakdowns of expenditure by the Engineering Department ceased. However, from the annual tabulation of 'silt landed' it seems probable that the locomotives were employed on this task until 1893-94, but probably not afterwards, as indicated by the table below:

Year	Silt landed for reclamation cu yds	Total silt dredged (river) cu yds
1884	556,000	577,500
1885	570,750	574,000
1886	600,000	1,056,300
1887	514,000	1,087,800
1888	570,000	1,594,800
1889	689,000	1,697,500
1890	864,000	1,275,300
1891	902,000	962,200
1892	1,294,800	1,597,000
1893	1,025,600	1,267,000
1894	2,546	758,800
1895	-	789,800
1896	3,365	862,500
1897	-	399,600

(Source: M.H.T. Annual Reports)<sup>5</sup>

Not all the silt was landed at Johnson Street; there were other reclamations in progress at Williamstown (Greenwich Bay), Footscray and near the site of the former Short Road Ferry across the Yarra to Williamstown, on the Port Melbourne

side of the river. In support of the former, the late L. J. Harrigan recalled having seen as a boy a green-painted saddle tank engine working in the vicinity of the present day Newport power stations about 1897-98.

The fate of M.H.T. Nos. 1 and 2, subsequent to their disposal by the Trust is somewhat obscured by lack of corroborative evidence save photographs in the latter case. Meanwhile, B/Nos. 7556 and 7860 had arrived in 1885 and 1886, respectively on consignment to Newell & Co. The former was almost certainly either hired to the M.H.T. by Newells or possibly by James McEwan & Co., which firm certainly possessed at least one of these little engines.

B/No. 7860 was sold to C. & E. Millar,<sup>6</sup> contractors to the South Australian Government for construction of the Palmerston (Port Darwin) to Pine Creek Railway arriving in 1887 and its subsequent history is fully documented - unlike the rest of the group! It will be dealt with separately.

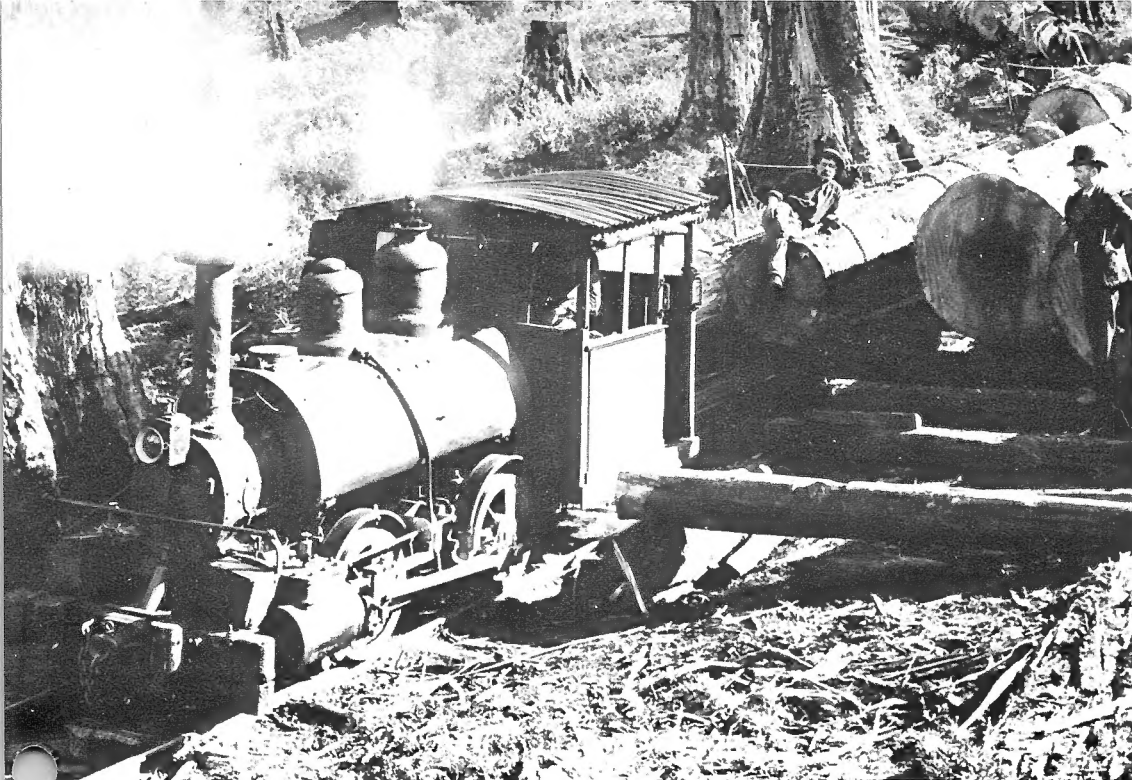
The disposal of M.H.T. Nos. 1 and 2 is not positively documented, but it is clear that No. 1 (B/No. 7108) was sold in 1889 to Tasmanian railway contractors and No. 2 (B/No. 7111) later in 1895 or 1896 to the Australian Seasoned Timber Co. Limited, which operated a 3ft 6in gauge tramway out from Wandong (34¼ miles) on the V.R. North-eastern mainline, eastwards into timber concessions in the Plenty Ranges. It is believed that the locomotive was used for log haulage from the bush to the Comet Creek mill, which was in the ranges behind Broadford.

In an album of official photographs of this enterprise, in which the Victorian Government apparently had some indirect interest, lodged in the Hawthorn Municipal Library (Melbourne), the somewhat battered locomotive can be identified in one view only as almost certainly B/No. 7111 (or possibly even 7556) but the angle makes it extremely difficult to tell with complete certainty. However, the next record of B/No. 7111 appears to have been its arrival in Western Australia, where by November, 1898 it was working as yard shunter at Millar's Karri & Jarrah Forests Limited Yarloop mill, of which more anon.

### A Matter of Identification

That there is still some doubt in my mind about the possible identity of the Comet Creek mill locomotive is the existence of several photographs 'said' to have been taken 'in the Broadford district' and therefore presumably on the Comet Creek line about 1890. These show an entirely different





**Above:** Comet Creek Mill, near Broadford, Victoria; Baldwin B/No. 7111 of 1884 was employed in log haulage from the bush to the mill circa 1897, prior to shipment to Western Australia following closure of the operation in 1898.  
Photo: Late A.R. Lyell Collection

**Below:** Either Australian Seasoned Timber Co had a second Baldwin (possibly B/No.7556) or this photograph is of Sanderson's tramway engine *Black Angel* near Forrest in the Otways. Note the sandbox has been replaced by a square tank, which may confirm that this is B/No.7556 which on arrival in Tasmania in 1915 was without the distinctive Baldwin sandbox.

Photo: Courtesy J. Gillespie, from Forests Commission, Victoria.

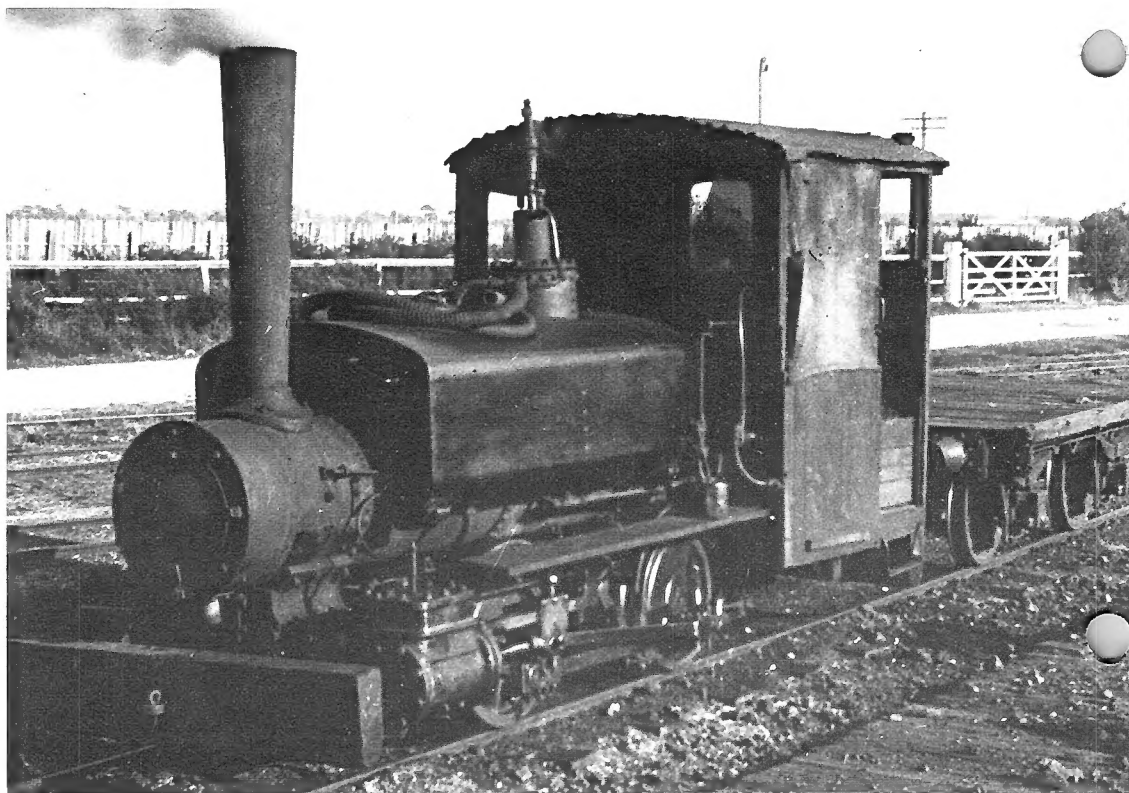


locomotive, but quite obviously one of the lost tribe, which has a large rectangular sandbox in place of the original shapely Baldwin 'pepper-pot', as well as a rather flimsy flat roof extending from the rear of the cab to encompass the stack, which has the spark arrestor protruding through the roof. There is no possible way of positively identifying this engine from the photographs.

Now either the Comet Creek mill possessed two of these little engines - of which there is absolutely no other evidence so far come to light - or, in my opinion more likely, these pictures illustrate the Sanderson's Tramway engine near Forrest in the Otways (B/No. 7556) which later went to the Marrawah Tramway, Tasmania. The 1890 date would be about right if, indeed this was the third engine of the same type hired by the Melbourne Harbour Trust for its silt disposal operations in 1887.

One supporting piece of evidence is that the engine *Fantail* (B/No. 7556) acquired from Sanderson by the Marrawah Tramway in August, 1914 (then operated by the Public Works Department) was in a delapidated condition on its arrival in Tasmania. By March, 1918 its boiler was in such bad condition that it could only be used for shunting until in August, 1920 it was set aside in pieces, but in 1921 was completely overhauled and reboilered by Salisbury's Foundry, Launceston and returned to Smithton as an active member of the P.W.D. Marrawah Tramway fleet.

When photographed still running in 1937, *Fantail* possessed a pannier tank and had no sandbox. Additionally the top half of the cab sides were open, protected only by canvas blinds and the cab roof was sheeted with galvanised iron. The stovepipe stack was certainly unlike the original, while the dome and safety valve assembly were substantially



**Above:** Much rebuilt B/No.7556 with pannier tank as running on the Marrawah Tramway, north-west Tasmania where it was known as *Fantail*. Photographed at Smithton in 1937.

Photo: Late W.R.B. Johnson



Contractor's engine *Carbine* (B/No. 7108 of 1884) poses for this picture on a construction train on the Strahan - Zeehan line of the Tasmanian Government Railways in 1890-91.

Photo: Courtesy H.J.W. Stokes

different. By contrast, *Spider* another Baldwin 0-4-0T rebuilt from a former Bendigo Tramways steam motor built originally for 4ft 8½ in gauge, had a shorter boiler of larger diameter, a metal-sheathed cab and a similar tapered stack. Both came into possession of the Tasmanian Government Railways in September, 1929 on take-over from the P.W.D. *Fantail* was eventually written off in 1946-47 and became an internal combustion loco on the Salmon River line where the remains were identified by the stamped '10½C28' on one of the wheel centres in 1966.

### The Tasmanian Connection

As mentioned previously, B/No. 7108 appears to have been sold in or about 1889 to the contractors for construction of the T.G.R. line westwards from Devonport to Ulverstone by Smith, Jones and Finlayson, although there is certainly no visual evidence in confirmation. However, a report concerning the construction locomotive owned by the contractors for the Zeehan to Dundas railway construction, Leslie and Rosswich, records that 'The engine is of American make, Baldwin pattern,

and is of the same power as the engine formerly used on the Deloraine and Mersey Tramway'.<sup>7</sup> This locomotive arrived at Strahan on November 7, 1891 aboard the SS. *Nowra* which had come round from Hobart. It weighed about eight tons and whilst standing on the Strahan wharf some person unknown painted the name *Malvolio* on its saddle tank after the racehorse which had just won the Melbourne Cup. It arrived at Zeehan on November 18, 1891 and worked on the construction of the Dundas railway until its completion in April, 1892. Where it went afterwards is still a mystery, but it is my belief that it may have returned to Victoria temporarily, or more likely that B/No. 7556 was the engine concerned.

What does seem probable is that it was *not* the engine used previously by T. A. Reynolds & Co. contractors for construction of the Strahan to Zeehan railway in 1890-91. They employed two engines described in an 1891 report in the *Zeehan and Dundas Herald* as named *Carbine* (undoubtedly B/No. 7108) and *Rattletrap* (in all probability Sharp Stewart B/No. 2030 ex the Mersey &

Deloraine Tramway after conversion to 3ft 6in gauge). The Baldwin can be identified in an illustration in the Tasmanian Archives showing scenes during the construction of the Strahan - Zeehan line, one of which is of a Baldwin 0-4-OST on a ballast train, the engine cab of which has a large numeral '1' painted on its side, but significantly the smokebox door number plate is bereft of any number, which raises the question as to whether in fact M.H.T. Nos. 1 and 2 were so adorned, although they were certainly so lettered on their saddle tanks on arrival.

Be that as it may, subsequent events prove quite conclusively that *Carbine* in this instance was in fact Baldwin B/No. 7108, which after the construction work was completed was left at Zeehan from 1892 until in November, 1894 it was employed by Garnsworthy and Smith, contractors for the Teepookana - Dubbil Barrel section of the Mt. Lyell Railway, as indicated in a report in the *Zeehan and Dundas Herald* of February, 1895. This stated:

At Teepookana, the contractors are pushing along with the works and the wharf is well nigh

completed, with the ballast engine running upon the first section. When the ballast engine for the Dundas line arrived at Strahan, some wag painted the name of the Melbourne Cup winner, 'Malvolio' upon it which name it bears to this day and 'Your Own' (the correspondent) would suggest christening this one after the Hobart Cup winner, 'Music' . . . .

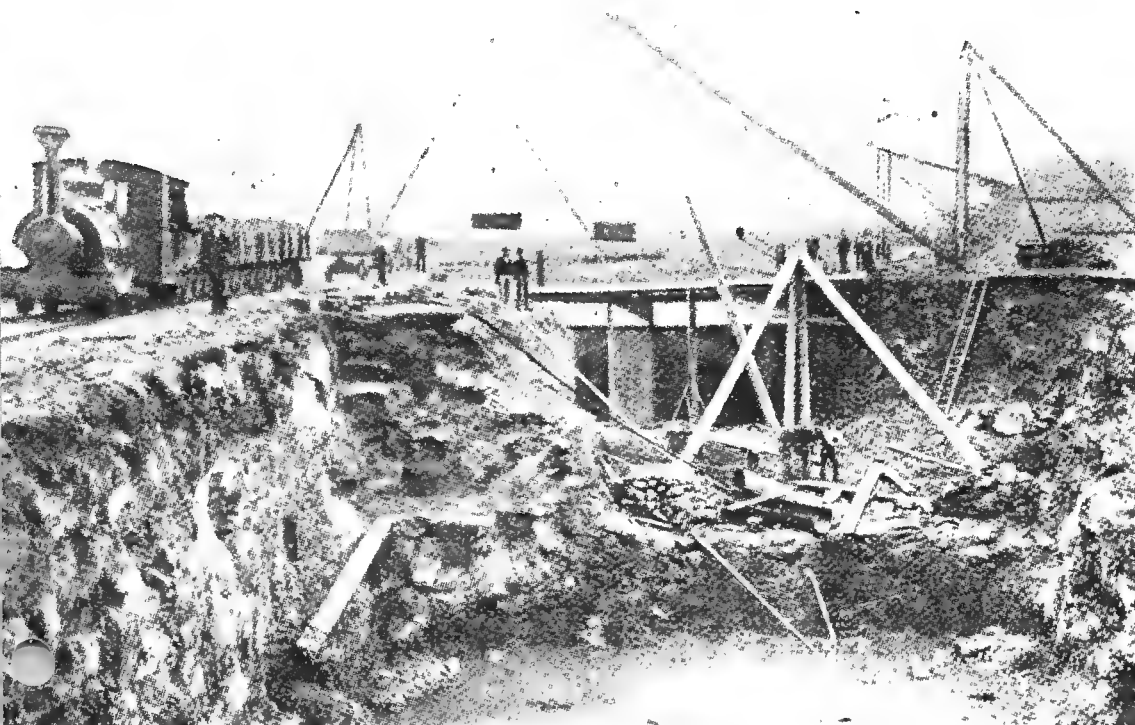
On completion of the work on the Mt. Lyell railway construction in December, 1895 *Malvolio* (i.e. B/No. 7108) remained there (Queenstown) until it was purchased by the T.G.R. in the following year and it was returned to Zeehan where it worked until 1902 as 'Baldwin' on the T.G.R. locomotive register<sup>8</sup> when sold to the Tasmanian Hardwood Timber Co. for use at Hopetoun, near Dover, in southern Tasmania. The Hopetoun operation became part of Millar's Timber & Trading Co. through the latter's take-over of the Huon Timber Co. in 1925. There is a well authenticated picture of this Baldwin, minus the top half of its cab, working at Hopetoun reputedly in 1902.

In LR 52 David Beck reported that B/No. 7108

Formerly T.G.R. *Baldwin* (B/No. 7108 of 1884) sold to Tasmanian Hardwood Timber Co. in 1902 for use at Hopetoun, southern Tasmania circa 1914, by which time it had shed the top half of its cab.

Photo: J.L. Buckland Collection





Excavation in progress for construction of the Spotswood Pumping Station on the west bank of the Yarra River circa 1893 showing unidentified Baldwin 0-4-OST (left) possibly B/No.7108 or 7556 and right background, the shadowy outline of 4-4-OT broad gauge Stephenson B/No.1987 of 1870 ex Launceston & Western Railway, Tasmania, No.4, in use as a stationary engine driving a rock crusher.

Photo: J.L. Buckland Collection

appeared on the Blackman Bay Tramway, on the Forestier Peninsula of Tasmania's east coast about 1922 after having been reboilered by Cowley (Cowley's Eureka Ironworks, Ballarat, Victoria?) in 1913. The replacement boiler lasted until 1963, but the frame and wheels were converted to internal combustion power in the Smithton area, post 1958 and ended up abandoned at Welcome Swamp where they may still lie rusting.

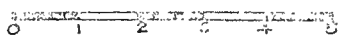
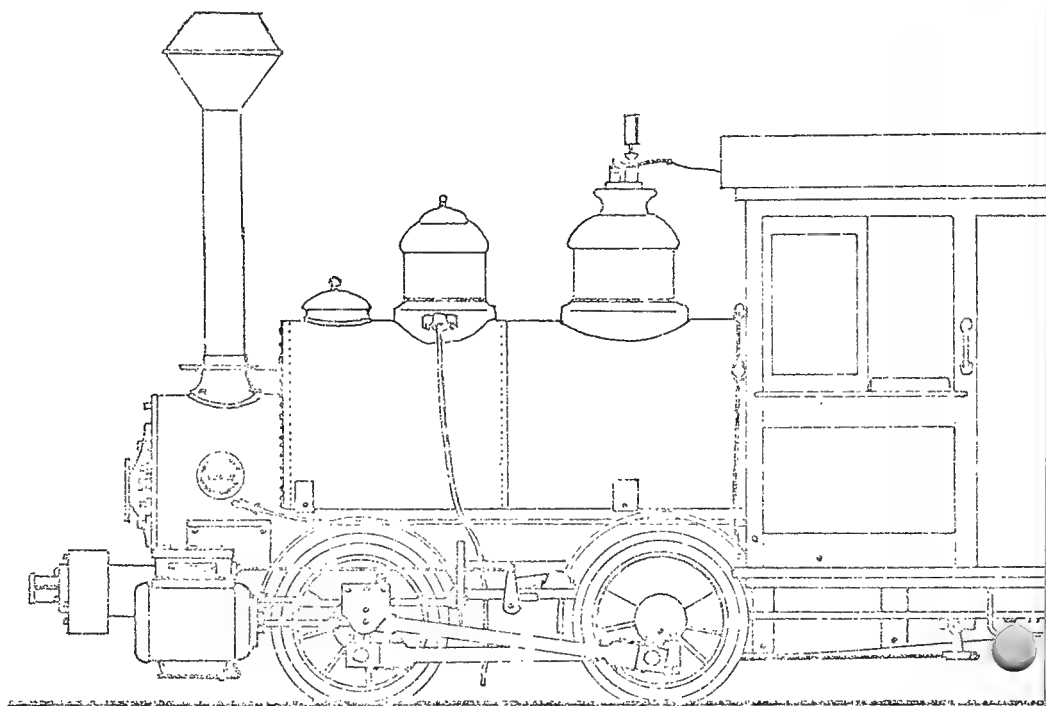
#### Meanwhile in Victoria . . .

Accepting that there were two different Baldwin 0-4-OSTs on Tasmania's West Coast, it may be assumed that on completion of the Zeehan-Dundas construction in 1892, *Carbine* (B/No. 7556) returned to Victoria and was employed by one of the contractors engaged in construction of the Spotswood pumping station for the Melbourne & Metropolitan Board of Works Werribee Sewerage project between 1892-1896. This is proven by a somewhat indistinct photograph reproduced in an M.M.B.W. report on its sewerage project<sup>9</sup> in which an unidentifiable Baldwin of 3ft 6in gauge can be

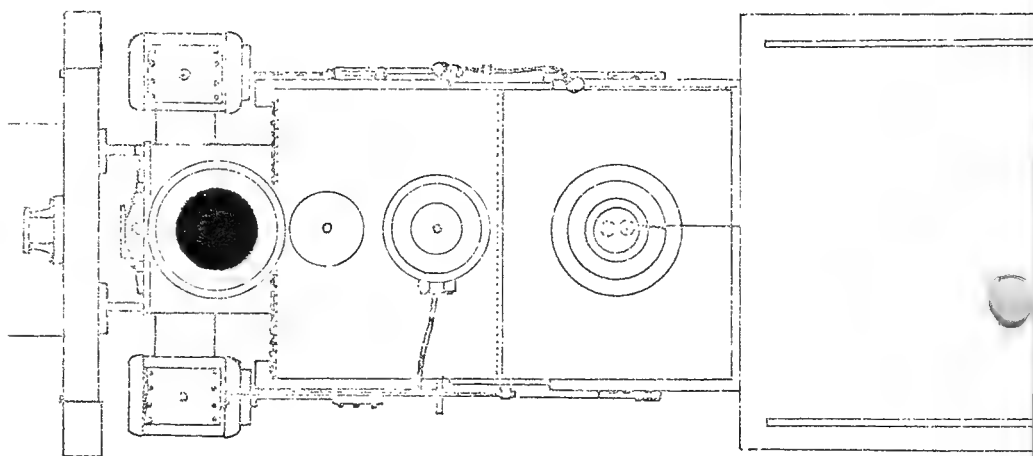
seen. And since B/No. 7556 is the only one of the class unaccounted for at this time, it may be assumed that this is it.

In the same photograph and in the background, by coincidence there is a 4-4-OT locomotive in use as a stationary engine driving a rock crusher on the Spotswood site. This latter has been identified as one of the four Stephenson broad-gauge engines of the former Launceston & Western Railway, Tasmania, displaced by conversion of the line to 3ft 6in gauge by the T.G.R. after 1888. This was T.G.R. A.2 (formerly Launceston & Western Railway No. 2) built by Robert Stephenson & Co. (B/No. 1915) in 1868.<sup>10</sup>

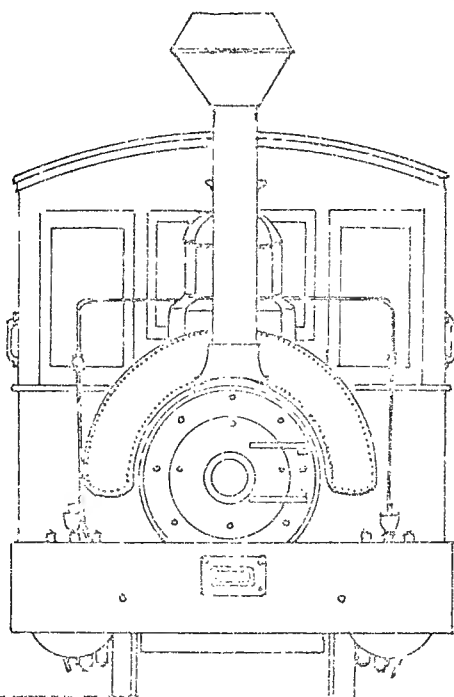
The precise history of B/No. 7556 thereafter is virtually impossible to determine; it could have been hired to the Sorrento Tramway between 1895 and 1897, for it is authenticated that they hired a third Baldwin. Subsequently it seems this was acquired by Sanderson's Tramway operating out of Forrest, in the Otway Ranges, where it was known either as *Black Angel* or possibly *Black Eagle* which would indicate its loss of the original green garb worn on delivery from America.



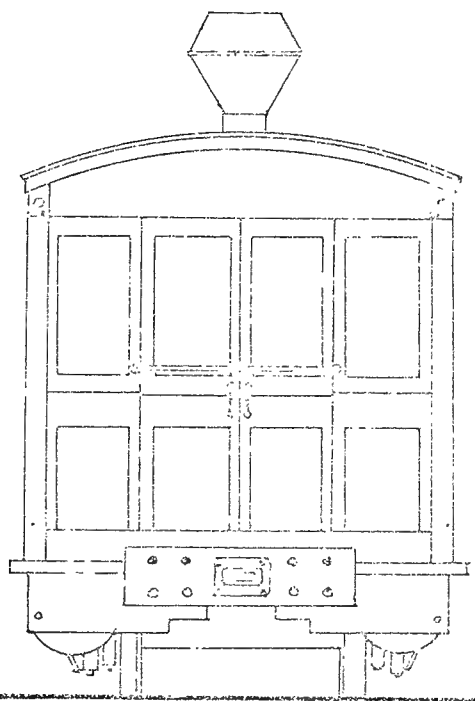
**Baldwin 0-4-0ST**







6 in gauge locomotive



In August, 1914 B/No. 7556 was sold through the agency of Cameron & Sutherland, machinery merchants of Melbourne, to the Tasmanian Public Works Department, for use on their Marrawah Tramway, in north-western Tasmania. In the event, the engine arrived at Smithton in a delapidated condition, according to H. J. W. Stokes (LR 41) despite the allegation by the agents that it had not been in service for anything like its full life, nor during the protracted negotiations for its sale to the P.W.D. At Smithton it was known as *Fantail* - probably in eloquent testimony to its motion one surmises! - the details of which have previously been set out.

### 'Sandfly' in the Northern Territory

In August, 1883 after a long period of agitation by residents of Palmerston (Port Darwin) the Parliament of South Australia, based in far-distant Adelaide, authorised construction of a 3ft 6in gauge railway from Port Darwin southwards for 145 miles to Pine Creek. This was the northern segment of the South Australian plan for its proposed north-south transcontinental railway linking its Northern Territory with the capital, as evidenced by relentless construction northwards from Port Augusta of the Great Northern Railway. This had already reached Government Gums (Farina) in 1882 and was being extended towards Hergott Springs (Marree).

As the sum of £959,300 allocated for construction was insufficient to cover the cost of construction using white labour, contracts were let based on the use of Chinese labourers in May, 1886 to C. & E. Millar, railway contractors, who appointed one Teesdale Smith as on-site manager for the project. But after six months so little progress had been made in the way of construction that one of the principals, Mr Charles Millar, assumed personal supervision of the project from April, 1887.<sup>11</sup>

He brought with him to Darwin a locomotive - 0-4-0ST Baldwin B/No. 7860 of 1886 which was supplied new by Newell & Co., Melbourne, and which had arrived from America late in 1886. From the time of its arrival at Darwin the little engine, which was complete with outsize oil headlamps fore and aft, was dubbed *Sandfly*, which like its diminutive namesake flitted to and fro in the course of performing all the shunting and marshalling of wagons to and from the wharf to land the construction material on delivery from the south. On completion of the contract in October, 1889 the South Australian Railways took formal possession of the line with its three locomotives, including

*Sandfly* which was allotted No. 107, without benefit of classification in the S.A.R. locomotives register.<sup>12</sup>

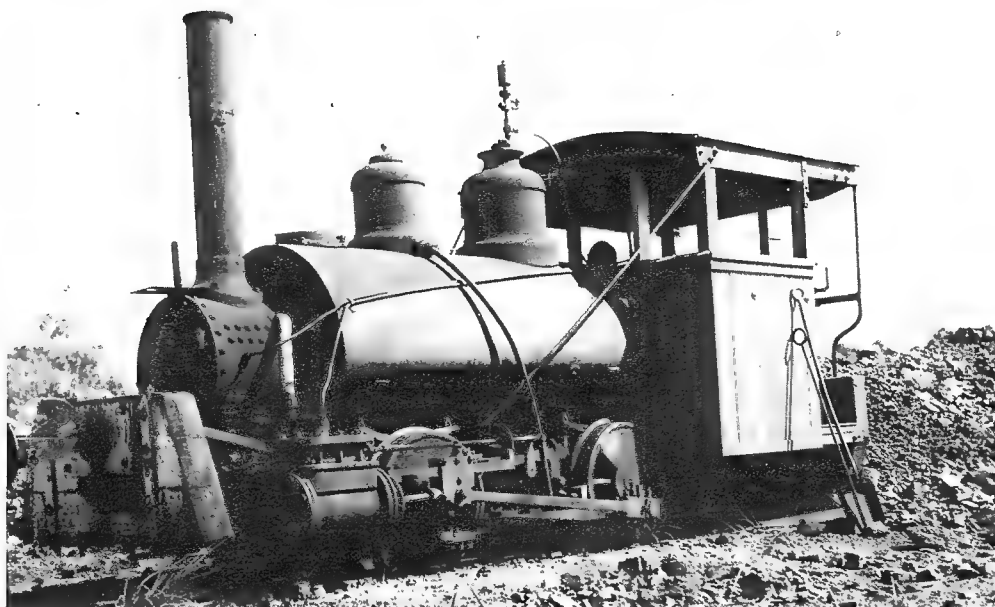
After January 1, 1911, when control of the Northern Territory was transferred from the State of South Australia to the Commonwealth of Australia, the railway, then known as the Palmerston - Pine Creek Railway, continued to be worked by S.A.R. on behalf of the Commonwealth Government, which ultimately assumed control of the line, together with its locomotives and rolling stock on July 1, 1918 on the formal establishment of the Commonwealth Railways administration. In the general stocktaking and reclassification of the physical assets of the railway which followed that event, the former S.A.R. No. 107 (still unofficially more widely known as *Sandfly*) was given pride of place with the No. 1 with the classification 'NA' in the C.R. register. However, so far as can be discerned neither number nor classification was ever physically bestowed on the engine.

*Sandfly* continued as yard, wharf and workshops shunter at Darwin right up until 1942-43, when it was temporarily set aside at Parap (Darwin) workshops prior to being transferred to the make-shift workshops established at Katherine, N.T., as a result of damage sustained at Darwin during the Japanese bombing raids. *Sandfly* which had been provided with a new boiler in 1917 was finally withdrawn from service and written off the books in June, 1950. But instead of being scrapped, as might have been expected, it was transferred south to the workshops at Port Augusta. There it was cleaned up, painted and finally installed on a short length of track on the station platform at Port Augusta. There *Sandfly* remains, an interesting if puzzling to the railway historian, link with the early days of the now-closed North Australia Railway, although it never had at any stage of its working life so far as is known, the remotest connection with Port Augusta!

### The Sorrento Tramway Company

An illustrated article, by N.E. Wadson, on this short, but once busy passenger carrying line was published by the Australian Railway Historical Society in December, 1960.<sup>13</sup> The Sorrento Tramway Company Ltd was formed by theatrical entrepreneur George Coppin, who owned property in the Sorrento area of the lower Mornington Peninsula. He also had interests in promotion of tourist development. The company opened its 1 mile 12 chains long double track 3ft 6in gauge line linking the Front (Bay) and Back (Ocean) beaches at





*Sandfly* set aside at the locomotive coal dump at Parap Workshops, Darwin, in October 1944.

Photo: J.L. Buckland

Sorrento, some 56 miles south of Melbourne during 1890. Except at weekends and on holidays, horses worked a single lightweight open cross-bench tramcar to provide the basic regular service.

During busy periods at weekends and on holidays, the company's two steam locomotives were employed. They were a pair of the Baldwin 0-4-OSTs; B/No. 9086 having been acquired probably new from Newell & Co., or alternatively bought another secondhand, which could have been one of the ex Melbourne Harbour Trust pair. Later, the company ordered through Newell & Co. in 1890 a new engine which arrived either late in 1891 or early 1892. This was B/No. 12007 of 1891. There is evidence also that the company used a third engine of the same class which they hired between 1895 and late in 1897 from James McEwan & Co. Melbourne hardware merchants, on a monthly basis, varying with the use made of the locomotive. This may be assumed to have been one of the ex M.H.T. engines, or possibly B/No. 7556 prior to its sale to Sanderson's Tramway at Forrest.<sup>14</sup>

However, according to the company's records, their 'second' locomotive arrived at Sorrento about February, 1897 through the agency of Austral Otis Engineering Co., of South Melbourne at a cost of some £872. This may be assumed to have been B/No. 7556, possibly after repairs, or reboiling.

There is an excellent photograph of one of the Sorrento engines bearing a rectangular plate on the smokebox side which appears to be identical with those applied by Austral Otis Engineering to machinery items it supplied. It is understood that one of the engines was reboiled about 1909 and that the photograph was taken about 1914.<sup>15</sup>

Certainly the Sorrento Tramway operated its services at peak times using two locomotives working a shuttle between the respective termini with three or four open toastrack four wheeled cars, depending on the traffic requirements. Trams may have been double-headed on occasion, but normally a single engine sufficed, though both were in steam to minimise turnround time. The tramway company had its own repair shop facilities at Sorrento where running maintenance and re-tubing of boilers was carried out; a number of orders for boiler tube replacements were placed through Newell & Co. on the Baldwin works, one in August, 1895 possibly being in connection with a new boiler constructed by Austral Otis Engineering Co. Both Sorrento engines were reboiled while owned by the company.

During the latter part of the 1914-18 war period private motor cars began to make inroads into the numbers of passengers carried by the Bay steamers, so the need for the tramway services gradually



Sorrento Tramway at Front Beach terminus showing what is believed to be newly-arrived engine (B/No.12007 of 1891) on three car tram in the early 1890s.  
Photo: Late A.R. Lyell Collection



**Above:** Sorrento Tramway's two locomotives and four toastrack tramcars pose at the Front Beach station, above the pier awaiting the arrival of the paddle steamer from Melbourne. Note the lengthened stacks to carry smoke clear of the cars. Photo: N.E. Wadeson Collection per Late A.R. Lyell

**Below:** Sorrento Tramway at Front Beach terminus station, Sorrento, awaiting passengers arriving on the paddle steamer from Melbourne. Note the advertising hoardings on the roofs of the four tramcars. Photo: N.E. Wadeson Collection per Late A.R. Lyell





Loch Valley Timber Co Baldwin engine photographed in VR Noojee station yard circa 1920. This is one of the two Baldwins bought from the Sorrento Tramway Co in 1920 (B/Nos 9086 or 12007) both of which had been reboilered, as indicated by the rectangular plate on the smokebox.

Photo: Courtesy F. Bawden from J.L. Buckland

declined until finally the line was closed at the end of the 1918-19 summer season. Subsequently, the two locomotives and the rails were sold to a timber milling company operating in the Noojee district of central Gippsland, north of Warragul.

#### **The Loch Valley Timber Co.**

In 1920, the Loch Valley Timber Company, with milling concessions in the valley of that name, a tributary of the Latrobe River, north of Noojee, terminus of the Victorian Railways steeply-graded and picturesque branch line from Warragul, bought the entire plant of the former Sorrento Tramway for £4,000, including the two Baldwin locomotives and the rails. With these it built a steel tramway up the Loch Valley for some six miles to the mill site. The locomotives were transported to Noojee on horse-drawn lorries for at least part of the way.

The company's line terminated in the V.R. yard where sawn timber was transhipped to V.R. wagons and the little Baldwins oftentimes rubbed shoulders with their much larger Baldwin-designed brethren on the broad gauge - the V-class 2-8-0 former Vauclain compounds built after an imported American pattern engine by the Phoenix Foundry

Co. at Ballarat. In February, 1926 disastrous bushfires swept through the heavily timbered country of the Upper Yarra and the Latrobe River valleys and the ranges in between, wreaking havoc and burning out huge areas of magnificent mountain ash and other valuable timber and destroying many small settlements and timber milling communities, among them Noojee and the Loch Valley mill and tramway, which lost eight miles of tramway and both locomotives which were left at the bush end of the line.

As the company did not possess the means to carry on operations, or restore the tramway, the Forests Commission cancelled the company's licence in June, 1929. The Commission paid £1250 compensation and took over the six miles of damaged tramway and timber bogies. Tenders were called in July, 1929 for reconditioning the tramway and reports to the Commission stated that 'the locomotives are lying in the bush at the outer terminal in practically an inaccessible location . . . stripped of all fittings and in a very bad state of repair.' They were estimated as being worth the price of scrap metal and as being unlikely to be used or needed by the Forest Commission. Sundry

bogies, wheels, axles and trucks more or less damaged were left lying in the bush at various locations, as were the two locomotives, one of which was described in another report as 'scorched' and the other as 'substantially undamaged'.<sup>16</sup>

Either immediately before or perhaps during the 1939-45 war the locomotives were either dragged from the bush, or cut up on site. But by a strange quirk of fate, the cut off firebox end of one of the boilers was left behind and clearly legible on the reverse lever quadrant, bolted to the firebox side was the identification '4-10½C44' which clearly confirmed the identity of the other of the Sorrento Tramway's locomotives as B/No. 9086.<sup>17</sup>

#### The Western Australian Trio

Three of the little Baldwins found their way to Western Australia; two having migrated from Victoria, and all saw service at some stage with the wellknown Millar's Timber & Trading Co. These were B/Nos. 7111 (secondhand from Victoria), 8130 (new from Newell & Co., Melbourne) and 10770 (new direct to Millar's Denmark Mill, via Albany, through the agency of Newell & Co.). The comings and goings of these three (and their change of identity in one case) provided a seemingly insouble problem, but thanks to the W.A. Government boiler inspection records, the mysteries have been unravelled.<sup>18</sup>

Dealing with the three engines in order we have:

**B/No. 7111 of 1884:** As already related this engine was disposed of by the Australian Seasoned Timber Co.; operations at their Comet Creek mill, near Wandong, Victoria, ceasing in 1898 and the locomotive was sold, probably through the agency of Cameron & Sutherland, machinery merchants of Melbourne, to Millar's Karri & Jarrah Forests Limited. In November, 1898, when first recorded in the boiler inspection records, it was working as yard shunter at Millars' Yarloop headquarters where it was identified as *Beetle* and the Baldwin builder's plate was still intact on the smokebox.

B/No. 7111 was recorded as Boiler No. 64 with 160 p.s.i. working pressure and 4.6 sq ft grate area, and inspections were made again on 28/9/1902 and 15/4/1903. Meanwhile by 1/10/1902, nine timber firms operating in the South-west of Western Australia had amalgamated to form Millar's Karri & Jarrah Company (1902) Ltd when *Beetle* was in use at the mill at Newlands, formerly owned by The Imperial Jarrah Wood Corporation Ltd, which incidentally, continued to operate under its own name for some years after amalgamation. Back at Yarloop by early December, 1904, the original boiler was condemned, removed from the frame and cut up and a new boiler (No. 1645) built in Millars' Yarloop shops was installed.



Public Works Department, WA, Baldwin *Kia Ora* (B/No.7111) on the Carnarvon Tramway linking the wharf on Babbage Island with the town, circa 1910. Photo: Late E.R. Bowes Collection



Millar's Karri & Jarrah Co Ltd Baldwin, possibly B/No.10770 at Denmark Mill near Albany, W.A. Date unknown.  
Photo: Late Gifford Eardley Collection

The overhaul of B/No. 7111 seems to have been completed in January, 1905 when the locomotive was recorded as returned to traffic as *Kia Ora*, for reasons which remain obscure. An early photograph, reputedly of *Beetle* does not show either a nameplate, or the name painted on the side, which suggests it may have been officially unofficial, as so far as is known *Kia Ora* was never at any stage decorated with its name! Be that as it may, *Kia Ora* (late *Beetle*) appears to have been on traffic at Jarrahdale mill by May 1906, shunting at Jarrahdale No. 6 mill a year later and back at Jarrahdale a year later still, where it remained until sold to the Public Works Department in 1909.

*Kia Ora* was next examined and presumably overhauled at Midland Shops in April 1909, prior to transport to Carnarvon for use on the tramway linking the jetty with the town. Apart from its occasional trips to the W.A.G.R. Midland workshops, or the State Implement Works, North Fremantle, for overhaul and repair, *Kia Ora* continued in service at Carnarvon apparently until 1949, when it was transferred to Bunbury, via Fremantle, for use around the harbour and jetty areas until February, 1951, when back at Fremantle, but was returned to Bunbury in 1952. After working

on the quarry railway at Roelands (near Bunbury) it was back in Bunbury in 1955, where it last worked about 1960. The boiler certificate expired on 27 July, 1962, when it was donated to the A.R.H.S. (Western Australian Division) for preservation. It is now preserved with a reconstructed cab and rear headstock in the A.R.H.S. Museum at Bassendean, W.A.

**B/No. 8130 of 1886:** This engine is believed to have been sold new in 1887 by Newell & Co. to The Jarrah Wood and Saw Mills Co. Ltd., for operating their railway from Wonnerup to Jarrahdale, an extension of the first railway in Western Australia (Lockeville-Yokonup) which was the habitat of the *Ballarat* now 'preserved' at Bussellton. It was first recorded as being at Jarrahdale by the boiler inspector in May, 1900 and was identified as boiler No. 712 with 130 p.s.i. working pressure. The inspector made a curious error, however, in recording the builder's number as '8180' which reference to the Baldwin records describes as a standard gauge 2-6-0 for the Missouri Pacific. The engine did not carry any name or other identification than its mis-read B/No. at this stage, but by 1 October 1902, this line became part of the expanded Millar's organisation, and B/No. 8130 was thereafter referred to as *Yarloop* in Millar's register.

It was operating at Waroona by March, 1904 and



was still there, out of use, in September of that year. But by February, 1905, *Yarloop* was in use as shunter at Millar's yard in Lord Street, Perth. The next reference suggests that this engine was at Boyup Brook for some time on the construction of the Boyup Brook to Kojanup extension, built by Vincent Bros. By 24 April, 1912, the boiler had been removed from the frame and was sent to a Perth machinery merchants, McLean Bros. & Rigg, where it lay out of use for many years.

A note on the ownership certificate indicates that a new boiler was fitted to *Yarloop* (of which no particulars are recorded, as part of the boiler file covering the period from February, 1905 to April, 1912, is missing) but it is known to have been working for Smith & Timms, contractors, in South Australia after February, 1913. This will be dealt with separately.

**B/No. 10770 of 1890:** As already stated, this locomotive was supplied through the agency of Newell & Co. against an order from Millars in 1889 and was delivered new direct to Albany, having been

transhipped in London - the only one of the octette not to have been landed in Melbourne. Millar's bought this engine for use on their line to their timber mill at Denmark, near Albany. It was first recorded by the boiler inspector as being there in November, 1898 and was named *Denmark*. It remained in service there until sold to the W.A. Goldfields Firewood Supply Ltd, for their firewood line at Kurrawang, 9 miles west of Kalgoorlie late in 1901. It was at Kurrawang by 4 February, 1902 and remained there until sold to Bunning Bros on 28 December, 1905 for their mill at Lion Mill (later Mt Helena) 23½ miles from Perth on the Eastern Railway. By 5 January 1906 *Denmark* was on traffic at that place working for Perth Jarrah Mills Ltd, a subsidiary of Bunning Bros. By 4 December 1907 it was working at Bunnings' Argyle Mill, but by 16 January 1912 it was back at Lion Mill, where apparently it operated continuously until September, 1920.

Soon after 7 December 1920 *Denmark* was sold to Mr Chas. Plavin, sawmiller for operation at his siding near Holyoake on the Pinjarra - Dwarda line, where it was in service by August, 1921 after arriving either late in December, 1920 or January, 1921. In September, 1922 *Denmark* was still working at Plavin's Siding, but the mill was by then owned by The Westralia Timber and Trading Co. Ltd which continued to use the locomotive for log haulage to the mill. By 31 July 1923 operations at Plavin's Siding were taken over by the Australian Lumber Co. Ltd which also acquired the locomotive. By 7 May 1924 it had been transferred to that company's Bowelling mill, 147 miles south of Perth on the Collie - Narrogin line.

After going into liquidation on 21 June 1927, the Australian Lumber Co. closed down its mills at Harvey, Bowelling and Alco and *Denmark* was condemned and apparently cut up for scrap soon afterwards.

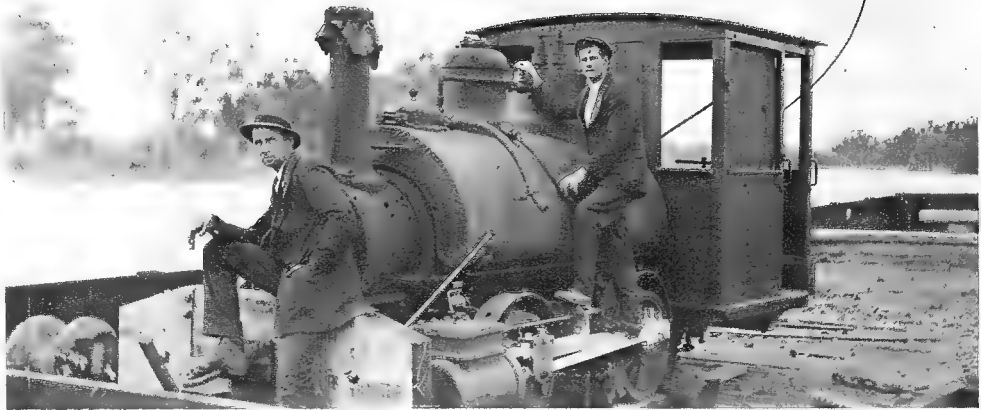
#### And so to South Australia . . .

After fitting of a new boiler to B/No. 8130 (formerly Millar's *Yarloop*) probably in 1912, this engine came into possession of Smith & Timms, construction contractors, of South Australia about February, 1913. It is believed it may have been employed on construction of the Willunga line of the South Australian Railways between 1913 - 15, and it has also been suggested that a Baldwin 0-4-0ST was used on the construction of the Sleeps Hill Deviation on the main South line to Mount Lofty between 1915 - 19; which latter involved excavation of a new double tracked tunnel under Sleeps Hill as part of the deviation to eliminate the spindly steel viaduct on the original line, and the



Engineering & Water Supply Department of South Australia No.1 was floated upstream on the Murray River in the early 1920s to work on construction of the locks and weirs at Blanchetown, Kingston-on-Murray, and probably Renmark. The engine has been positively identified as Baldwin B/No.8130 ex Western Australia.

Photo: E. & W.S. Department SA from J.L. Buckland Collection.



Engineering & Water Supply Department of South Australia No.1 being floated upstream on the Murray in the early 1920s. Photo: E. & W.S. Department SA from J.L. Buckland Collection

adjacent tunnel which was of restricted clearances. This could be proven once and for all by further research in South Australia.

The first positive record of B/No. 8130 in South Australia is with the Engineering & Water Supply Department probably during construction of the Todd River Reservoir, serving the lower Eyre Peninsula prior to 1920, when it was transferred to the site of Lock 1, at Blanchetown, on the River Murray (171 miles upstream from the river mouth) for construction duty, after completion of which it was transferred by barge further upstream to Lock 3, below Kingston (268½ miles) for a similar purpose in the 1920s. It is believed it may have been employed in a similar capacity at either Locks 5 or 6 in the Paringa/Renmark area, as part of the South Australian contribution to the River Murray Commission agreement for regulation and conservation of the river flow. The engine was E. & W.S. No. 1.<sup>19</sup>

B/No. 8130 is believed to have been out of use from the completion of that undertaking until 1934, when it was purchased by Essery & Cartledge Ltd, contractors for construction of the Mt Bold Reservoir (10-15 miles south of Adelaide) to which site it was taken, but never used. In November, 1934 it was sold to Forwood Down & Co. Ltd., machinery merchants, Adelaide, who later sold it in 1953-54 to a Mr R. G. Howard an employee, or former employee, for intended private sale to Queensland. The engine was allegedly in his back yard at Lower Mitcham (Adelaide) but was refused a boiler certificate due to deterioration of the boiler

and was finally scrapped about 1960 by Hines Metal Co.<sup>20</sup>

Thus concludes a somewhat disjointed and regrettably fragmentary recital of the histories of *Sandfly* and the other members of the 'lost tribe' representing part-time investigation and research by numerous individuals, foremost among whom must be mentioned Charles S. Small, of Connecticut and Gerald M. Best, of California, U.S.A., the late Andrew Lyell, Leslie Poole and Leo Harrigan, all of Melbourne, Norman Wadeson (primarily for information concerning the Sorrento Tramway Co.), Ted Stuckey and certainly not least Geoff Higham and Adrian Gunzburg (both formerly of Perth) and also Peter Nugent, who all three helped straighten out and clarify an impasse which had been reached in Western Australia. Acknowledgement must also be made to the Rev. C.B. Thomas, Wayne Chynoweth and Dr. H. J. Stokes for their contribution to the Tasmanian investigations. As the moderator of this panel, working over an intermittent period from 1965 onwards, may I express my thanks and appreciation to all concerned for their help and encouragement.

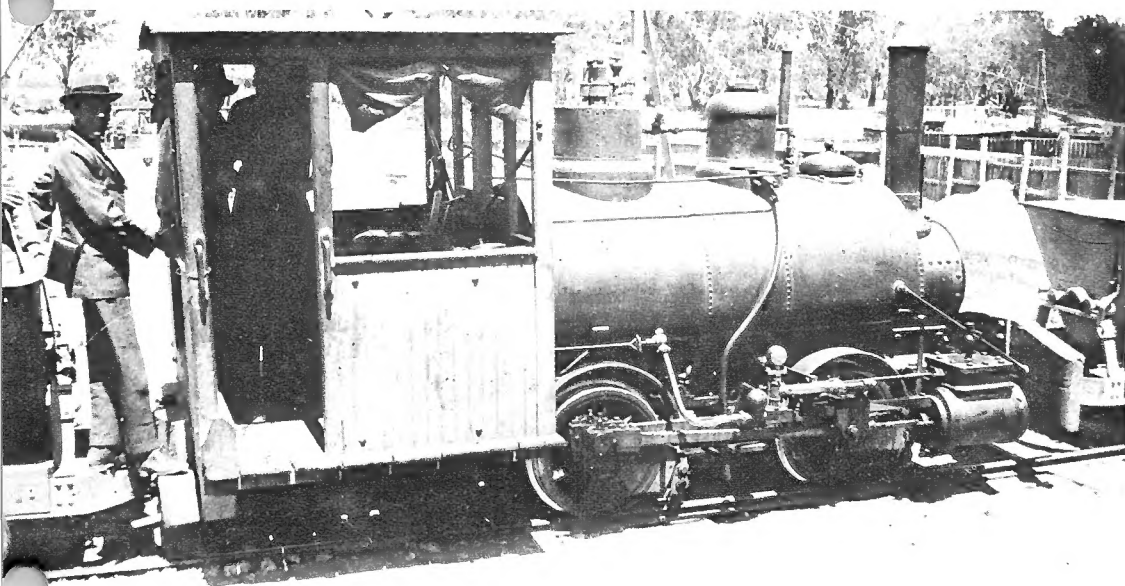
If anyone can add to, or correct any of the information contained in this article, please feel free to do so and my grateful thanks in anticipation!

## REFERENCES

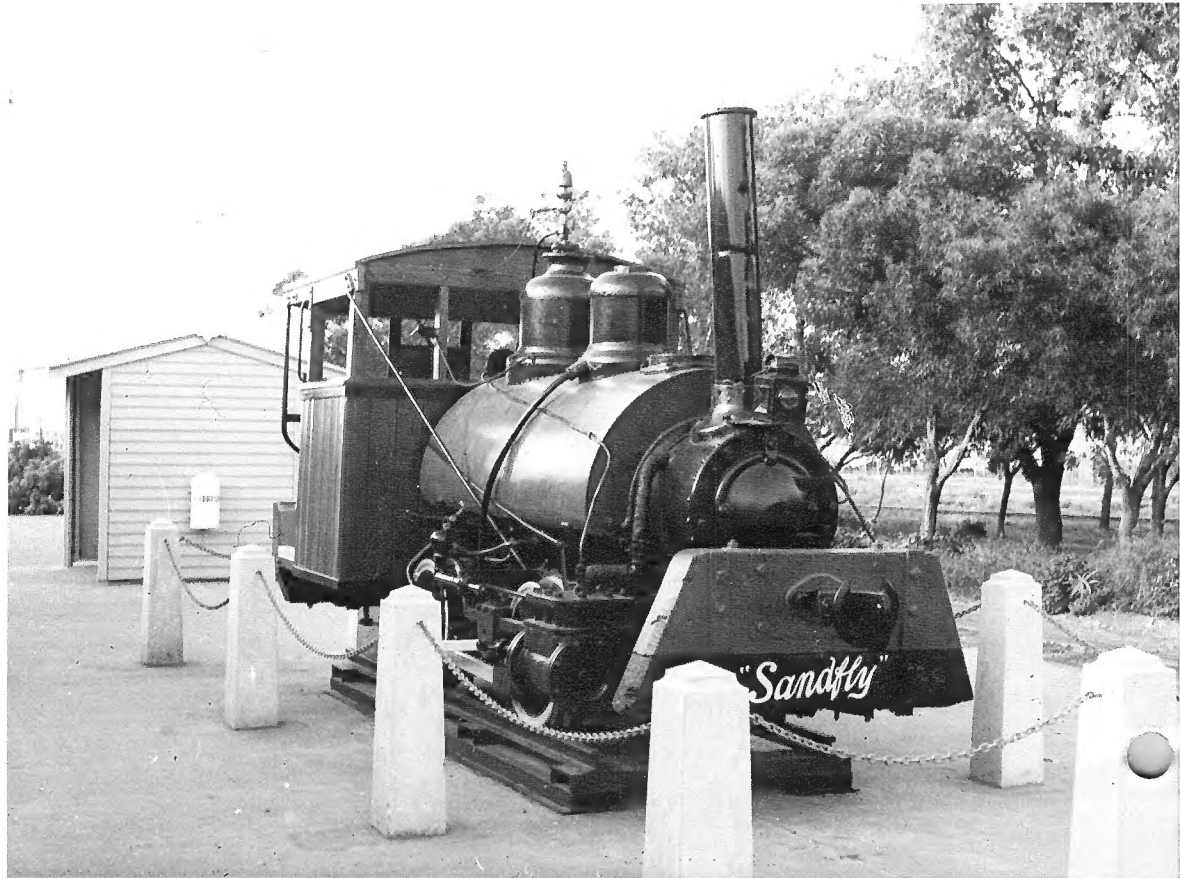
1. List of Baldwin Locomotives delivered to Australia and New Zealand (C. S. Small)
2. Specifications for Engines, Class 4-10½C Nos



- 23 and 24 for Government of Victoria in De Golyer Foundation Library, Dallas, Texas (G. M. Best)
3. Commonwealth Railways, North Australia Railway 4 January, 1915.
4. Jubilee Report of Melbourne Harbour Trust Commissioners, 1927, pp. 59-61.
5. Annual Reports of Melbourne Harbour Trust Commissioners, 1883 et seq.
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7. Letter from C. W. Chynoweth, North Hobart, regarding Tas. West Coast research
8. History of Locomotives, Tasmanian Transport Commission, Railway Branch, Locomotive Historical Data Sheet No. 1, 1947
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10. As for 8
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12. *Locomotives of the South Australian Railways*, (Marshall & Wilson) Mile End Railway Museum
13. *Australian Railway Historical Society Bulletin* 278, December, 1960
14. Records of the Sorrento Tramway Co. Ltd. in Latrobe Library, Melbourne.
15. Information supplied by photographer, F. W. Hercus, Adelaide, S.A.
16. Various reports to Forests Commission of Victoria, 1929 - 31
17. Advice from E. Stuckey, Forests Commission of Victoria, confirmed by author
18. W. A. Government Boiler Inspection records confirmed in letters by G. J. Higham, A. Gunzburg and P. Nugent, of Perth, W.A.
19. Letters from late L. S. Kingsborough and E. R. Bowes, Adelaide, S.A.
20. Letter from late E. R. Bowes.



Baldwin B/No.8130 working at No.1 Lock, Blanchetown, SA in the early 1920s as Engineering & Water Supply Department No.1.  
Late E.R. Bowes Collection

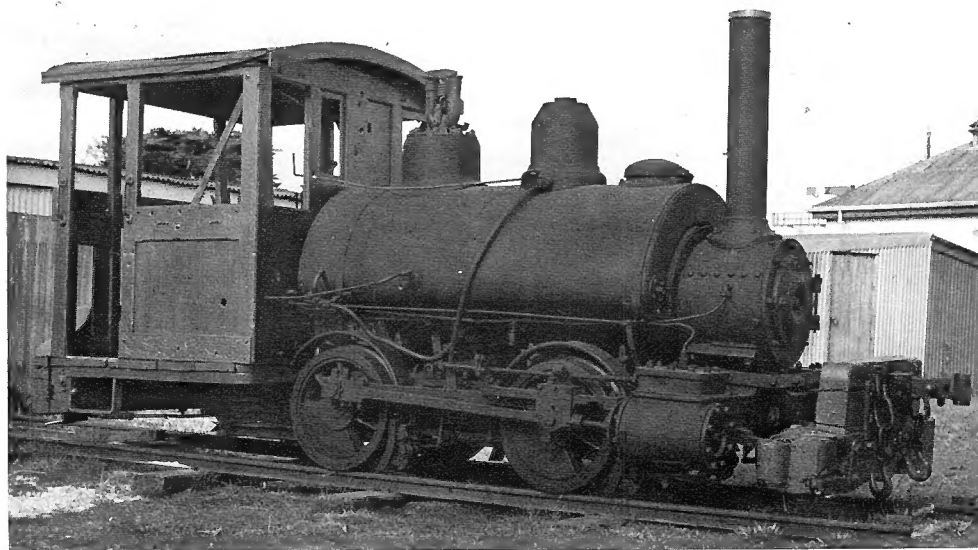


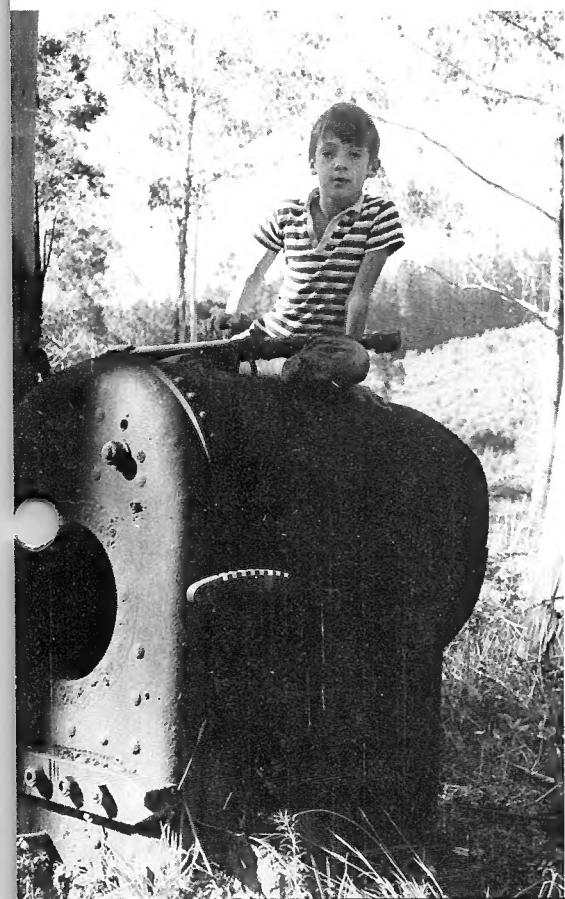
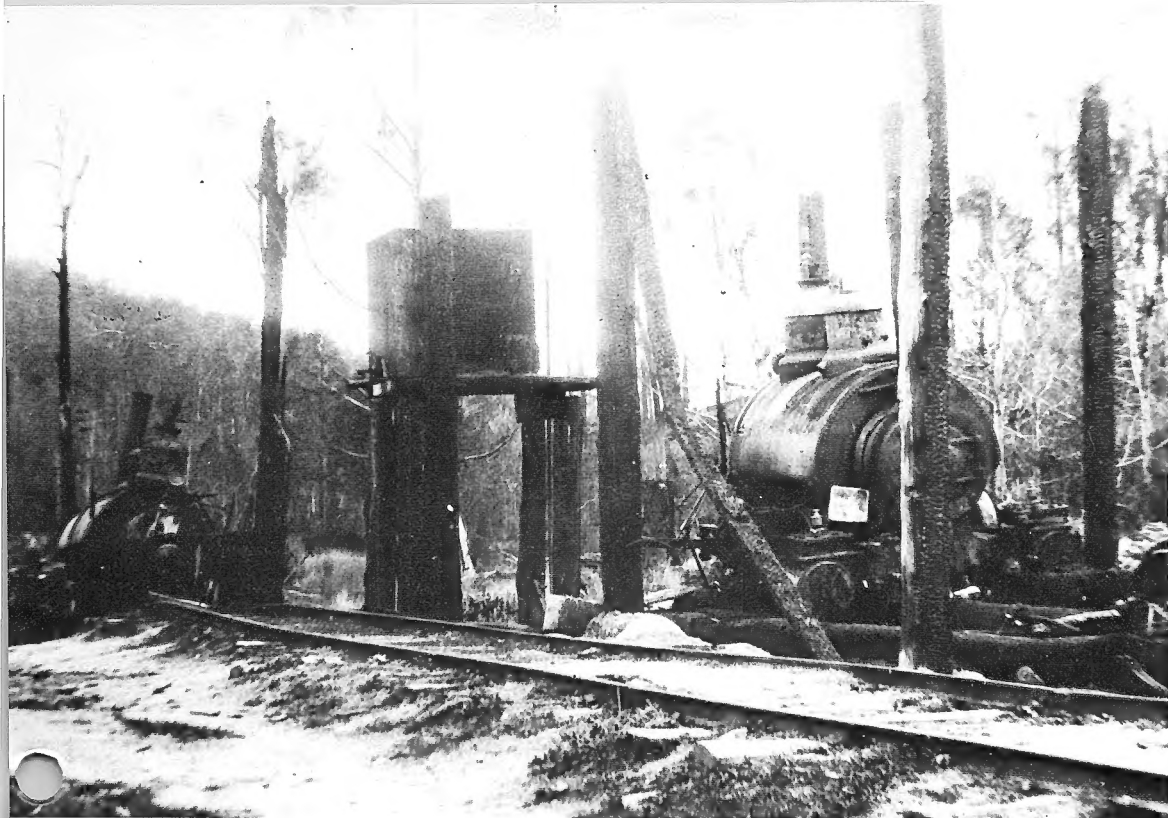
**Above:** *Sandfly* as preserved on the station platform at Port Augusta, South Australia.

Photo: J.L. Buckland

**Below:** The much rebuilt *Kia Ora* (B/No.7111 of 1884) after retirement from active duty at Bunbury WA in 1962, was stored in the grounds of the Bunbury Technical School pending transfer to the A.R.H.S. Museum at Bassendean, Perth.

Photo: Courtesy Adrian Gunzburg





**Above:**

Remains of the two Loch Valley Tramway Baldwins put out of action by the 1926 bushfires.

Photo: Forests Commission, Victoria

**Left:**

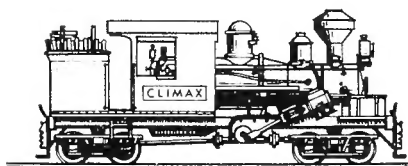
All that scrap merchants left beside the Loch Valley Road, north of Noojee, Victoria, of the two former Sorrento Tramway Baldwins put out of action by the 1926 bush fires. By chance the Baldwin classification 4-10½C44 stamped on the surface of the reserving quadrant identified the remains as being those of B/No.9086, when photographed c.1970.

Photo: J.L. Buckland



The remains of former Marrawah Tramway engine *Fantail* (Baldwin B/No.7556 of 1885) lie abandoned at Salmon River, near Redpa, Tasmania. The chassis was last used with an internal combustion engine providing power.

Photo: H.J.W. Stokes



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